


Heritage Inventory Sheet

Item Name	Berala Railway Station		
Recommended Name	Berala Railway Station Group		
Site Image			
Address	Campbell Street, Berala NSW 2141		
Lot/Section/DP	2	-	803675
Current LEP ID	A5 (Cumberland LEP)		
Former LEP ID	A53 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	
Ownership	Rail Corporation New South Wales		

Curtilage Map



Revised curtilage recommended- see below.

Statement of Significance

Berala Railway Station, a functioning railway station with an original 1920s station building, booking office and subway, has local historic, aesthetic, social, rarity and representative significance. It is historically representative of the reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta, replacing the earlier Berala Station to the south. The station building is a representative example of an extended rafter type of station building, of which there are relatively few remaining in Sydney. The station complex, with its elevated platform and street level subway, is a distinctive built feature that contributes to the historic character of the suburb. The station has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.

Criteria Assessment

a) Historic	Berala Railway Station is historically significant at a local level as the existing station with its 1920s station building, booking office and subway represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta, replacing the earlier Berala Station to the south.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	Berala Railway Station has local aesthetic significance as an example of a 1920s extended rafter railway station building with its steep gable roof and extended rafter awnings. The station complex, with its elevated platform, is visible from the platform buildings and the street level subway is a recognisable feature in the area.

d) Social	The place has the potential to contribute to the local community's sense of place and can provide a connection to this community's past.
e) Scientific	The item does not meet this criterion.
f) Rarity	The extended rafter platform building at Berala Railway Station is one of few buildings of this type in the Metropolitan network. Other examples are at Bullaburra, Cardiff, East Richmond and Hornsby.
g) Representativeness	The station building is representative of the style of railway station building, which is characterised by extended rafters.

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Berala Railway Station Group', dated 2009. The description is comprehensive and matches the condition visible during the site inspection.

BUILDINGS

Platform Building, Platform 1-2 (Type 18) (1924)
Booking Office, Platform 1-2 (c.1930s)

STRUCTURES

Platform 1-2, (1924)
Pedestrian Subway, (1924)
Canopy, (modern)
Brick culvert / stormwater canal - needs further heritage assessment

CONTEXT

Berala Railway Station is accessible from Woodburn Road and Campbell Street via the subway which runs underneath the tracks and has a set of stairs which lead up to the platform. The station is surrounded by a mix of residential and commercial development.

PLATFORM BUILDING (1924)

External: The building is of weatherboard construction. It has a steep gable roof which incorporates awnings within its pitch. The roof has extended timber rafters that support the spread of the awnings. The roof is made of corrugated steel and has timber bargeboards and fascia. The building has a mix of timber windows. There are large double hung windows with double paned upper and lower sashes, some of which have painted upper sashes and lower sashes fitted with safety glass and some of which have been boarded up. There are smaller fixed glass windows and double hung windows which are fitted with wire enforced glass. The doors used in the building include steel grill gates and flat panelled doors with aluminium kick plates. Based upon site inspection it appears that the building has original weatherboard walls and most of its window and door openings are original although some windows have been partially boarded up and some doors have been replaced with steel grill gates.

Internal: The original layout of the building included a storage area, a waiting area and toilets. The existing configuration has remained the same. The toilets have been refitted with new bathroom fittings, but it is possible cubicle partitions and doors are original. The toilets have recently installed plasterboard ceilings and ceramic tiled floors. The waiting room and store have original weatherboard ceilings and timber floorboards. Original cast iron ventilators have been retained in the store. An original internal window in the waiting room has been boarded up.

BOOKING OFFICE (c1930s)

External: The booking office is located to the east of the main platform building. It is a narrow, single room, weatherboard structure that has been encased with painted, corrugated steel sheets. The north-eastern corner of the building has an aluminium framed glass enclosure. The roof of the booking office is formed by the canopy over the platform. The structure has double hung timber windows with double paned upper and lower sashes fitted with safety grills, a flat panelled timber door and a new aluminium and glass ticket window.

Internal: The original weatherboard walls and ceilings have been painted and the floor is carpeted. The office has original cast iron ventilators. The room has a door that has been blocked up.

PLATFORM (1924)

Platform 1 (Up) and Platform 2 (Down) have in-situ concrete faces and asphalt surfaces and together they form an island platform arrangement. The platforms are raised as compared to the surrounding area and road level.

CANOPY (modern)

There is a modern canopy structure extending to the east of the platform building incorporating the roof of the booking office and the stairs leading up to the platform from the subway.

PEDESTRIAN SUBWAY (1924)

The subway which runs under the elevated tracks and platform connects the station to Woodburn Road in the north and Campbell Street in the south. The subway has brick walls, a brick barrel vault and ceramic tiled stairs leading up to the platform.

MOVABLE

Heritage-style platform lamp posts.

Ticket office: red and white "Emergency Response" box including contents and contents list, blue cast iron safe with two drawers, blue timber-framed noticeboard on interior wall, metal wall vents, series of framed staff safety awards and certificates of appreciation, click-clack credit card slider with "Berala CityRail" inscribed, collection of ticketing-related objects (ink stamps, coin wrappers, receipt books etc), timber booking office coin (BOC) tray, CityRail wide-brimmed hat, timber paper tray, key box built into door of current staff office.

Main platform building: wrought iron and timber platform bench and fitted timber bench in waiting room, fanlight over door to original staff room/booking office, timber-framed blackboard including printed notice for workers compensation, metal wall vents, boarded up original ticket window, fitted timber ticket desk in original ticket office, evidence of original and early paint colours schemes in ticket office, solid timber cubicles and doors in toilets.

Platform and subway: cast iron railing around subway stairs, large timber noticeboard on exterior wall of current ticket office building, "Fabulous Creatures" – 2010 public art mural joint initiative of RailCorp, Auburn City Council and Berala Public School, cast iron handrail ends on subway stairs.

LANDSCAPING

Plaque – brass mounted on a rustic sandstone plinth installed to commemorate 50th anniversary of the Berala Train Accident, 7 May 1952.

Mature trees in corridor including several jacarandas, Berala Memorial Garden near station entrance, including the Berala Trains Accident plaque.

ARCHAEOLOGICAL POTENTIAL

Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains at Berala Railway Station.

PLATFORM BUILDING

The building is in good condition externally. However, internally, it is in a moderate condition as the store room walls have problems of peeling paint, damp patches and some graffiti.

BOOKING OFFICE

The building is in good condition.

PLATFORM

The platforms are in good condition.

CANOPIES

The canopies are in good condition.

PEDESTRIAN SUBWAY

The subway is in moderate condition. There is organic growth and dampness to some of the walls surfaces.

Condition	Good	Fair	Poor
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Alterations and Additions

The following modifications have been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Berala Railway Station Group'.

1924: New station on line deviation.

1929: Railway electrified.

The building also has new paint scheme based on the ESB 010 Heritage Paint Schemes.

As the site retains its original 1920s station building, booking office and subway, the integrity of the place is considered to be high.

Integrity	High	Moderate	Low
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** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1924
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The suburb of Berala is 17.7 kilometres west of Sydney city and is bounded by Auburn, Lidcombe and Regents Park. Berala originally formed the southern part of the suburb of Lidcombe (then known as Rookwood) and was known Hyde Park during this time. It is entirely in the catchment of the main arm of Haslams Creek. The name Berala is derived from an Aboriginal word meaning swamp duck, which refers to the birds that live in the swampy Haslams Creek.

Berala lies on the land that was originally part of the Hyde Park Estate, a grant of 1,110 acres given to HG Douglas in 1833. A large part of this estate was purchased by Joseph Hyde Potts in 1834 and 1835 who subdivided the area into farm lots and subsequently into residential lots. This area lies to the east of the railway. There were earlier, smaller land grants, including one of 60 acres (24 hectares) to Thomas O'Donald in 1823, which encompassed what is now the western side of the railway.

On 11 November 1912, a single line on the railway was opened at Regents Park which served residents at Berala until 1924, when Berala Station was opened. By this time, Berala had begun to develop as a suburb with an increase in residences and industry. These residences were predominately detached single-storey houses. It was not until the late 1960s that the first three- and four-storey apartment blocks, and later townhouses were built. The 1980s brought similar but higher density development, mainly on the western side of the railway.

Industry and commercial businesses also developed alongside the introduction of the railway. By 1920, there was a letter receiver, an authorised stamp seller and a public telephone. Mail was delivered from Lidcombe post office. In 1925, an unofficial post office was opened on the western side of the railway station in W. K. Andrews' general store. By 1935, there were 26 business and the population had increased to 2,000. The Commonwealth Bank of Australia opened a branch in 1947, followed by the Bank of New South Wales and a building society. The shopping centre developed along one side of Woodburn Road, facing vacant railway land and the station.

The Lidcombe to Regents Park line was originally built by the Public Works Department as a tramway to service construction of the second Potts Hill reservoir. The line was opened as such in 1912 and was part-funded by the Metropolitan Water Sewerage and Drainage Board. Industrial and suburban

development along the line caused it to transform into a general freight and passenger line. By the 1920s, a decision had been made to extend the railway from Regents Park to Cabramatta, as a relief to the Main West and Main South via Granville and this was completed in 1924. The work involved major reconstruction of the original Lidcombe-Regents Park section of the line.

A station was opened at Berala on 11 November 1912. The line reconstruction in 1924 involved a deviation and embankment through Berala and, accordingly, a new station was opened on the deviated line on 6 December 1924. The old station was demolished. In 1962, there was a major crash at the station involving two suburban trains.

Today, the site remains in use as an active railway station.

Recommendations					
Heritage Management		Existing Built and Landscape Elements		Future Development and Planning	
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).	X
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.	X	14. Future uses for this item should be compatible with its historical functions/associations.	X
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).	X		
5. The heritage curtilage for this item should be revised/reduced.	X	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X		
		11. The condition of this item is poor. Condition and maintenance should be monitored.			

Other recommendations and/or comments:

- This listing should be converted from an archaeological item to a built item. The former LEP has classified a series of items of an industrial nature, including railway, road and water infrastructure, as 'archaeological' sites. This classification is historical and relates to the former use of the term 'Industrial Archaeology', which refers to the study of industrial and

engineering history. The use of the term 'Industrial Archaeology' is no longer used and the term 'Industrial Heritage' is now preferred. Archaeological sites are legally defined as sites *which* contain one or more 'relics' and, in NSW, relics are specifically protected by the Sections 138 -146 of the Heritage Act 1977. The classification of a site as 'archaeological' consequently affects the statutory controls and procedures, including the need for excavation permits and pre-excavation procedures, triggered by Development Applications.

- The heritage curtilage of Berala Railway Station should be revised to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station (below); see item #4800211. This curtilage would retain the subway.
- Should the revised curtilage be adopted, this listing sheet does not reflect the current Lot/DP which will need to be altered.



Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Berala Railway Station Group	I24
Heritage Study	Berala Railway Station Group	I24
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland Council Heritage Study
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

Other References

- NSW Office of Environment and Heritage, *State Heritage Inventory S170 listing sheet for Berala Railway Station Group*.
- Gordon, L 2008, *Berala*, retrieved 16 April 2019, <https://dictionaryofsydney.org/entry/berala>
- Unknown authors 1993. *City of Parramatta Heritage Study Part Two: History and Heritage*, City of Paramatta, Sydney.

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



Entrance tunnel to Berala Railway Station.



Tunnel under Berala Railway Station.



View to Platform.



View to Platform 1 and 2.



Landscape surrounding Berala Railway Station.